

A wheel assembly includes a tire, having each bead seat angle in the range of 10 degree to 12 degree with respect to the axis of rotation, preferably 11 degree, and an aspect ratio of less than 60%, and a wheel rim, having a circumferential well and a bead support surface angle also in the range of 10 degree to 12 degree, each bead support surface terminating in an upstanding flange overlapping a radially inner portion of the tire to support the sidewall of the tire. The flanges may be part circular in cross section defining a segment of approximately 135 degree, the radius of curvature being greater than 0.5 inches and preferably 0.75 inches.

IN THE SPECIFICATION:

Please insert the following paragraphs in the specification where indicated.

Before the first paragraph insert:

REFERENCE TO RELATED APPLICATIONS

This is a divisional application of U.S. Serial No. 09/394,776, filed on September 13, 1999, which is a continuation in part application of U.S. application Ser. No. 08/842,826, now abandoned.

BACKGROUND OF THE INVENTION

Page 1, before line 26, kindly insert the heading

SUMMARY OF THE INVENTION

Please replace the paragraph at page 1, line 28 through page 2, line 5 with the following amended paragraph:

In general terms, the present invention provides a tire for a vehicle that has a pair of annular beads laterally spaced apart along the axis of rotation. A plurality of plies extend between the beads to define a ~~eareass-tire~~ having a pair of radially extending sidewalls and a tread portion. An elastomeric cap covers the carcass and extends across each of the sidewalls and the tread portion. The plies ~~extends~~ extend about the beads to provide an inwardly directly bead seat for sealing against a rim. The bead seat has a substantially frustoconical inwardly directed sealing surface inclined to the axis of rotation at an angle of between 10° and 12°. The ~~eareass-tire~~ has a radial spacing between the sealing surface and the radially outer surface of the cap that is less than or equal to 65% of the maximum width of the ~~eareass-tire~~ in a free body state.

Please replace the paragraph at page 2 lines 12-24 with the following paragraph:

A still further aspect of the invention provides a vehicle wheel assembly having a rim and a tire mounted on the rim. The rim has a centrally disposed well and a frustoconical bead support surface to either side. The bead support surfaces have an included cone-angle of between 10° and 12° with respect to the axis of rotation. The bead support surfaces terminates terminate in an upstanding flange overlapping a radially inner portion of the tire. The tire includes a pair of annular beads, each associated with a respective one of the bead seats. A plurality of plies extends between the beads to define a ~~earcass~~-tire having a pair of radially extending sidewalls and a tread portion. An elastomeric cap covers the ~~earcass~~-tire and extends across each of the sidewalls and the tread portion. The plies extend about the beads to provide an inwardly directed bead seat for engagement with the bead support surfaces. The bead seat has a substantially frustoconical inwardly directed sealing surface complementary to the bead support surfaces. The ~~earcass~~-tire has a radial spacing between the sealing surface and a radially outer surface of the cap that is less than or equal to 65% of a maximum width of the tire in a free body state.

BRIEF DESCRIPTION OF THE DRAWINGS

At page 3, before line 1, please insert the heading:

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Please substitute the following paragraph at page 6, lines 3-6:

The split rim configuration facilities facilitates the assembly of the tire 12 with the bead seat 30a inclined at between 10° and 12° degrees to facilitate the assembly of the tire 12 whilst